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5. Six jet fighters were parked at the field and three were in the air on 9 January 1950. One plane, seen taking off, was reasonably identified again when landing 90 minutes later. Description: Swept-back wings set about middle of front half of fuselage, no propeller, pointed nose, silver sheen, number and position of jet power plant not discernible.

6. The arrival of these planes at the field was not observed, but large boxes (see Annex 1) arrived by rail about 20 December 1949 and eight more boxes, one each on a railroad car, on 7 January 1950. The boxes were each about 4 meters wide, chamfered on top, one side about 2 meters and the other 1 1/2 meters high. [redacted] the planes were assembled by Soviet experts in the repair hangar. Germans were not permitted to enter the repair hangar and most of the German workers were then dismissed.

7. There was no flying on 10 to 12 January 1950 as the weather was bad. All aircraft were parked inside the hangars. Dependents of Soviet Air Force officers were quartered in 35 houses in the town block bordered by Karl-Liebknechtstrasse - Tomas-Mann-Strasse - Gartenweg - Elsterwerdaer Strasse. 1st Lt Heideck was billeted at 25 Karl-Liebknecht-Strasse, Trucks [redacted] were seen at the field.

8. The field was bordered by the Grossenhain-Elsterwerda (N 52/A 03) road, between kilometer station 15.0 and 16.9 to the west and by the Grossenhain Cottbus (N 52/A 57) railroad line, between kilometer station 1.2 and 3.8 to the south. The large runway, 100 x 2,500 meters, starts at kilometer station 16.6 on the road to Elsterwerda and ends 200 meters north of the railroad kilometer station 3.6. The smaller runway, 50 x 1,800 meters, crosses the large one in about a NE-SW direction. The asphalted old section of the runway which is in bad condition, is allegedly to be repaired soon. The only new installation was a radio station in a former farmhouse west of the field, in line with the repair hangar.

9. Two jet fighters with silver sheen were parked in front of the hangar near the loading ramp on the western edge of the field on 9 January 1950. The interior of the hangar could not be seen. Twelve to fifteen men did grading work with a steam roller not far from the hangar. Scrap parts and many large wooden boxes such as used for transportation of aircraft fuselages were scattered about near two garages south of the hangar. One of the three hangars further to the south was partially open. About ten boxes, each about 5 x 2 x 2 meters painted olive-drab, protected by additional boarding, were seen inside the hangar. They looked similar to the boxes standing near the garages. There were 10 other boxes painted alike but of a triangular shape in the hangar. Three aircraft whose type could not be determined were seen inside another hangar. Eight low-wing monoplanes, probably fighters, some of which were covered with tarpaulins, were parked in front of the hangars and further aircraft on the northeast edge of the field not far from a small wood.

10. A fuel dump of eight semi-underground containers and a railroad spur track with five tank cars were on the north edge of the field. A yellow tank truck drew fuel from one of the tank cars and then drove to the dump. A radio truck with an extended 5-meter antenna was in the southeast corner, south of the about E-W runway. Another radio station consisting of an eight-meter braced mast and a radio truck without number which were connected with each other by an antenna was in a farm yard west of the field.

11. The billets in the southwestern section of the field were apparently fully occupied by Soviet Air Force members, including women. Three air force soldiers unloaded food at a warehouse [redacted] Excavation

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16. There was no flying at the field on 10 January 1950.

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- b. The exact number of jet aircraft stationed in Grossenhain is not determined. In addition to jet planes conventional fighters are also there.

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- d. Two different jet aircraft types, one similar to the MIG-9 and the other, a swept-back wing type, are stationed at the Grossenhain airfield ~~as~~ at all other Soviet Zone airfields which are occupied by jet planes. The model designation of the swept-back wing type is unknown.

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e. The boxes for aircraft parts indicate that the disassembled jet planes arrived by rail in Grossenhain. The planes were apparently assembled at the field.

f. The information in para 4 that an air force unit arrived from Koenigsberg in October 1949 was confirmed [redacted] **

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g. The numerical designation of the units stationed in Grossenhain is unknown. It is inferred from previous observations that the Grossenhain air units are assigned to the I Gds Ftr Corps.

h. The information in para 5 that a jet plane of the swept-back wing type was possibly 90 minutes in the air is received for the first time. The longest duration of flight so far observed with jet planes of MIG-9 type was 45 minutes.

i. 1st Lt Heideck mentioned in para 7 is unknown.

j. After their expansion, the two runways (para 8) are 1,800 meters (NE/SW) and 2,200 meters (WNW/ESE) long.

k. The well-like installation in para 11 is reported for the first time. Its purpose is unknown.

l. A biplane of the described type is unknown. As the other descriptions of aircraft [redacted] are correct, it is not considered probable that [redacted] mistook it for a PO-2 plane.

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- 3 Annexes:
1. Installation at Northwest Corner of the Grossenhain Airfield
 2. Biplane Observed at the Grossenhain Airfield
 3. Jet fighter type Observed at the Grossenhain Airfield.

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